

# Feedback Received on the Draft Iona Structure Plan

## INTRODUCTION:

Council received 55 responses to a request for feedback on the draft Iona Structure Plan. This feedback is being used to inform the Structure Plan and variation currently being drafted by Council to rezone the land at Iona. Once the Plan Variation is drafted it will be publicly notified and people will have an opportunity to submit on the proposed rezoning, and will also be given an opportunity to present their submissions to the hearings panel. For ease of reference, the feedback received has been arranged in tables by general and across neighbourhood comments and then by individual neighbourhood where the comments received are specific.

GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY	OFFICERS COMMENTS
<p>Brookvale Road is a far superior option for the urban growth of Havelock North. Quicker access to Napier, less congestion in the village and closer to schools.</p>	<p>On September 24 2015, the Council resolved to prioritise the Iona area for structure planning and rezoning over the Arataki area given the significant odour issues associated with the mushroom farm neighbouring this area.</p>
<p>Until the water, roading congestion, schooling and health care facilities can cope with the current population, I'm not in favour of any further development in Havelock North. We arrived here from overseas two years ago and can't get a local GP in Havelock and are struggling to get our preschooler enrolled in a local school (we live between Waimarama and Havelock North and aren't in zone for any school). Until Havelock North's infrastructure supports its current population, don't add to it!</p>	<p>Two new mains water pipes between Hastings and Havelock North will significantly increase the amount of water able to be pumped to Havelock North. They will also provide an important back-up supply to the network and are expected to be in place by the end of 2018.</p> <p>Council will ensure roading levels of service are maintained.</p> <p>Council has been consulting with the Ministry of Education in terms of the impact on schools in the area and will continue to do so.</p> <p>In terms of health care, the Hawkes Bay District Health Board have been involved in the Regional Growth Strategy and its recent review.</p>
<p>Design to provide for an intergenerational approach. Maori names to be used and want to ensure that local Iwi have been consulted. Consideration of an all of life design which provides for an accessible community – if paving please include a solid concrete pathway so that it is wheelchair accessible and provide seating. Child's play area to be provided in the Bull Hill neighbourhood with accessible pathways.</p>	<p>Council has consulted and will continue to consult with Ngāti Kahungunu Iwi Incorporated, Te Taiwhenua O Heretaunga and local hapu.</p> <p>A playground is proposed within the Bull Hill Neighbourhood. While detailed design has not yet been carried out, Council is familiar with all of life design concepts and these will be considered in its design.</p>

GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY	OFFICERS COMMENTS
<p>Love the development of more green spaces and walking tracks. May need to widen Gilpin Road as this will become a lot busier and is already a danger, especially at the small bridge. The proposed development will make this a busier thoroughfare being the main accessway to the expressway and Napier.</p> <p>Makes so much sense to start developing this end of Havelock North. Keep the trees and plant more in the Breadalbane Ave and Upper Plateau neighbourhoods. Love the walking tracks through the Middle Ridge area. Would be great to see a big park (playground) that utilizes the natural features in the bull hill neighbourhood.</p>	<p>We have noted your comments in respect of tree retention.</p> <p>Council will continue to monitor traffic volumes on Gilpin Road.</p> <p>A playground is proposed within the Bull Hill Neighbourhood. Early discussions have centred around the use of natural materials and features. However, detailed design work has not been carried out and we will pass your comments onto our parks and reserves team.</p>
<p>If the plan is to maintain the rural character of the area then you must address the sustainability of rural properties. They should be allowed some freedom to explore residential and tourist accommodation in tandem with small scale horticulture/farming. Present system is biased towards developers who have the money to canvass for their projects with lawyers whilst pragmatic solutions for long term rural residents are ignored or driven into the ground with red tape. Building costs should also be addressed. Present trend for million dollar homes favours banks and builders. Restrictive covenants to maintain character precludes young buyers. Encourage lending on land in preference to buildings and allow young families scope to build slowly and small initially. There are young people that want to take responsibility for their own housing in a sustainable manner.</p>	<p>The District Plan does allow flexibility for rural residential zoned properties in that supplementary dwelling units and visitor accommodation units are permitted activities provided that certain performance standards are met.</p> <p>Council has no control over building costs, or bank lending requirements. Nor does the Council have the ability to prevent developers placing restrictive covenants on section titles.</p>
<p>Fantastic news that new opportunities will be offered to people whom want to live in HN. HN house prices is extreme especially when one factors in the very low job opportunities and low wages! We had to move to Australia as we constantly battled to live in and around HN. Our daughters had to be uprooted from school and my husband find new work. This has caused us a lot of pain and stress. If land was offered at a reasonable price please let me know as we would love to live in HN and actually afford to live there! Thank you</p>	<p>The Hastings District has now been identified as a medium growth area under the National Policy Statement on Urban Development Capacity, which requires that Council show how it is providing sufficient development capacity to meet the needs of people and communities and future generations in urban environments. Council is monitoring and working to ensure that there is a sufficient supply of sections to meet demand in the Hastings and Havelock North areas.</p>
<p>Understand the need for expansion and the pink and yellow areas are bare grassland so not too much to lose there. The Breadalbane area is full of existing rural blocks which the owners have lovingly developed with plantings over many years. It is wrong that they should be forced to destroy all that for packed in sections around them. Come on HDC if you need the space take a bit more grassland further out, don't forcibly commandeer people's homes.</p>	<p>While the Council is proposing to rezone land within these areas to allow a greater number of sections to be created, it is up to individual landowners whether they choose to subdivide their land or not. Realising zoning potential is not compulsory.</p>

GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY	OFFICERS COMMENTS
<p>Concerned about the pressure this subdivision will have on the infrastructure of Havelock North, most notably the over crowding of Kindergartens and schools and specifically given the newsletter received from Havelock Primary School detailing the overcrowding situation in all Havelock North Schools (attached). This is a problem for our community which should not be left in the hands of the bureaucrats in Wellington. The reason I live here is because it offers my family the ability to have a great education and lifestyle in an uncrowded environment. Concern development will put more pressure on the water supply and that this could cause us to have similar problems to last year. Concern about stormwater - District council have stated that the development will be stormwater neutral but the regional council have stated they will need to upgrade all the drains around the area and remove significant amount of trees to increase the drains capacity. This will have to be done through my land and will alter our outlook dramatically. We currently have a problem with storm water running into our lower land from neighbouring properties creating a significant wet area.</p>	<p>The Ministry of Education, has been consulted on the Regional Growth Strategy and this proposed rezoning. The Ministry has advised Council that there is sufficient provision within the Havelock North schooling network to accommodate “in zone” students living within the Havelock North catchment. The Ministry will continue to monitor the schooling network to ensure that its making best use of the network and providing for any future growth in the area, with a strategy review planned for 2018. Council will continue to liaise with the Ministry in the implementation of its’ Regional Growth Strategy.</p> <p>We note your concerns regarding stormwater and will contact you directly to discuss.</p>
<p>Street names in our area are all named after VC holders – suggests Willie Apiata. Also Kevin Milne and his family were one of the older residents – had an orchard there and his wife still lives there.</p>	<p>Thank you for your suggestions for street names. The street naming process is one that follows the rezoning. Your comments have been passed onto the property team so your suggestions can be considered at the appropriate time.</p>
<p>Have concerns about the adequacy of the reticulated water supply for the proposed development. Section 30.1 of the Proposed Hastings District Plan states that an anticipated outcome for subdivision and land development is the: <i>“provision of a water supply of suitable quality and quantity to meet the needs of likely or potential uses on the sites, including fire control and suppression. (SLDAO10)”</i>. It is important that the proposed development is consistent with this anticipated outcome of the District Plan.</p> <p>As noted in Section 30.1.4, the anticipated outcome will be implemented through the listed methods, including compliance with <i>“the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice 4509:2008 for all new subdivision and development in all areas, for both reticulated and non-reticulated water supplies”</i>. Fire and Emergency NZ considers that it is necessary for the proposed development to be consistent with the requirements of the District Plan for firefighting water supply. Where firefighting water supply cannot be provided for through a reticulated network, an on-site potable system or other such system as referred to in the Code of Practice is required.</p>	<p>Council’s Engineers will check and ensure that the Code of Practice is met at Subdivision stage.</p> <p>There are options available to provide for firefighting capacity. A reticulated water supply is proposed to be provided to the Upper Plateau area with a link main to Lane Road. In terms of capacity there are options because of the size of the reserve area around the proposed new neighbourhoods and the proximity of stormwater detention ponds.</p>

## GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY

I do not support the plan to so intensively subdivide the land as described in the proposal. That area of Havelock North is attractive and rural. I would support a development with less intensification and with less than half the proposed sections. The main reason is that the plan provides no detail to show how the surrounding areas will be strengthened to cope with up to 400 additional households. Havelock North is known for its village feel. Already the streets and area around the village centre are stretched in weekends and all summer. There is no mention in the plan about the detrimental effects of such a large population increase on the lifestyle, look and feel and infrastructure in Havelock North. I don't see any planning for the pressure that will come on schools and other services of such an influx of families (try getting into a doctor in Havelock North for example and what does the DHB have in place for such a large population growth?) or for managing traffic flow around Havelock North. I would support a plan that was limited to what is proposed around Middle Ridge, the Upper Plateau and Breadalbane Avenue. I hope the plan will be modified to leave the South Western approach to Havelock North as a green and rural area. I do appreciate and support the proposal to include walking trails and recreational area in the Middle Ridge development.

Bull Hill Neighbourhood - Do not support intensive development with lots of homes (probably mostly too large for small sections). I do not want to see more development that looks like the subdivision at the bottom of Margaret Ave and Selwyn Road. So many additional households will place untenable pressure on infrastructure. The development at the Eastern end of Havelock North (Arataki etc) provides sufficient housing and section size of the same type that is proposed in this plan.

With all the extra housing in Havelock North there's been minimal to no expansion or development to the shopping village area. One small supermarket means no competition so high prices and a very busy shop (great for only the owners!) more development without investing in basic shops that every day people use will make an even busier village- when contradicts the appeal to having a village- surely something that is quaint and not very busy?! I'm also sick of tacky subdivisions where boring houses that lack design and architectural elements are built next to each other on small sections... they won't look "good" forever. When they are 30-40 years old they will be the houses no one wants.

## OFFICERS COMMENTS

Currently there are only 9 sections available for development in Havelock North to meet a demand of approximately 60 sites per year. Council has an obligation to ensure there is a sufficient supply of residential land to meet demand in order to comply with the National Policy Statement for Urban Development Capacity. Part of the Bull Hill neighbourhood is already zoned for residential development and has been since 1990, the remaining triangle portion of this area has been identified for residential rezoning in growth strategies since 1993.

Council will address the size of house relative to section size in the bulk and location rules associated with any new zone. You will be able to comment on these as part of submissions on the formal variation process. In terms of your concerns regarding the pressure on existing infrastructure please refer to comments above regarding District Health Board, Ministry of Education and traffic concerns.

Your concerns regarding house design and the size of houses relative to section size are noted. Council will consider the most appropriate bulk and location rules for each particular neighbourhood taking into account their differing characteristics.

## GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY

## OFFICERS COMMENTS

Like the fact you are retaining green areas for parks and recreation. Great idea to relocate Iona Road as the current corner of Middle and Iona Road is so dangerous. Would love to see as many current trees remain as possible as it will help retain the current vibe and feeling of the area. Would be good if covenants were put in place to prevent another "Arataki" subdivision, happening, i.e: no metal boundary fences, no squashing houses right up against each other, varying the sizes of sections available so you don't end up having a whole heap of houses on top of each other cluttering one piece of land like the 11-17 Margaret Ave block. You would be able to hear your neighbours conversation they are that close its ridiculous.

Try to get some visual variety in the houses rather than like "Arataki" where you drive up and down a street and all you see are garages at the front of the properties.

Please urge the land owners to consider pricing sections fairly to let families who want to live in this area have a chance at securing some land to build on. We are one of these families, our son has just started primary school and we sold our house last year so we could be ready to purchase land in this neighbourhood as soon as sections became available. We want around 800m<sup>2</sup> to build our home on and want to be living in and be involved in a great community. Whilst we understand there is a process to follow we hope the submission to fast track re-zoning has been submitted to the Minister and this neighbourhood can get underway sooner rather than later as there are great families waiting!

The overall plan is good. We like that no re-zoning or changes are being made to Lane Road.

The public open spaces will be a great for the community and visitors. The shop and cafe will also help give the area an identity.

We are worried that the current schools may not be able to accommodate the increase in numbers of students the development may bring.

One of the objectives for the development of this area was to avoid "cookie-cutter" subdivisions. The design outcomes for this area seek to ensure that the development complements the topography and existing landscape features of this area and thereby retain its special character and distinctiveness. Council will consider the best methods to achieve this.

Council has consulted with the Ministry of Education who has advised that there is sufficient provision within the Havelock North schooling network to accommodate "in zone" students living within the Havelock North catchment. The Ministry will continue to monitor the schooling network to ensure that its making best use of the network and providing for any future growth in the area, with a strategy review planned for 2018. Council will continue to liaise with the Ministry in implementing its regional growth strategy.

GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY	OFFICERS COMMENTS
<p>This submission seeks to ensure that an adequate and secure supply of gas can be supplied to any new development. Powerco generally supports the development of the Proposed Iona Urban Growth Draft Structure Plan (PIUGDSP) but seeks to ensure that gas infrastructure, can be provided to developments in an appropriate and timely manner. To enable a more orderly and timely provision of gas supplies, the structure plan process and/or the subdivision provisions of the relevant District Plans need to facilitate the provision of services in concert with development.</p> <p>The objectives for PIUGDSP make no reference to infrastructure provision or network utilities and as such do not reflect objective 22.1.3 of the Proposed Plan. I would also refer you to the objectives and policies of the National Policy Statement on Urban Development Capacity, relating to “other infrastructure”, which includes gas:</p> <p><i>OD1. Urban environments where land use, development, development infrastructure and other infrastructure are integrated with each other.</i></p> <p><i>PA2: Local authorities shall satisfy themselves that other infrastructure required to support urban development are likely to be available.</i></p> <p><i>PA3: When making planning decisions that affect the way and the rate at which development capacity is provided, decision-makers shall provide for the social, economic, cultural and environmental wellbeing of people and communities and future generations, whilst having particular regard to:</i></p> <p><i>b) Promoting the efficient use of urban land and development infrastructure and other infrastructure;</i></p> <p>In summary, Powerco would like to remind Hastings District Council of the New Zealand Energy Strategy and the National Policy Statement (NPS) on Urban Development Capacity. We also seek an extra bullet point to be added to the objectives in the structure plan (see below), to ensure the NPS is given effect to, and that infrastructure development is undertaken in a coordinated manner:</p> <ul style="list-style-type: none"> <li>• In order to give effect to the National Policy Statement on Urban Development Capacity, the structure plan shall ensure the planning and installation of development infrastructure and other infrastructure will be undertaken in an integrated and coordinated manner.</li> </ul>	<p>These matters can be addressed in the planning provisions which will be drafted as part of the variation to the District Plan to rezone the subject land. You will have the opportunity to comment on the detail of these provisions during that formal process.</p>
<p>The draft plan does not give enough detail of stormwater disposal. To mitigate adverse flooding on lower land a suitable diameter culvert pipe or pipes needs to run to the Karamu Stream from Middle Road. Flooding is now an issue on the neighbouring property due to the Stapleford Park housing.</p>	<p>More details regarding the management of stormwater will form part of the proposed variation to rezone the land for residential purposes. The community will have the opportunity to formally comment on these matters as part of that process.</p>

## GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY

## OFFICERS COMMENTS

We do not have any objection to the Upper Plateau or Breadalbane Avenue structure plans but strongly object to the totally inadequate stormwater solutions proposed for middle road. As long term residents of 45 years, we can see the totally detrimental effects the development of Stapleford Park has had on the land directly across the road and next door to us. It now has a constant large area of land underwater that was not an issue previously. The idea that stormwater from a built up area can be left to current outlets with no prior soakage available is ludicrous, the lower lying land can only just cope with the rate of drainage as it is now. This is our land and our many years here give us the knowledge of the issues at hand. Any new subdivision must include piped stormwater drainage to both the Karamu Stream and the cross-country drain, anything less will render the land on the lower side of Middle Road a bog during winter months.

Your concerns are noted. More details regarding the management of stormwater will form part of the proposed variation to rezone the land for residential purposes. The community will have the opportunity to formally comment on these matters as part of that process.

The Fruitgrowers Association would like any plans to ensure the issues raised in the issues and options paper re water supply, stormwater and waste water management are addressed and sustainable solutions found. Where possible neighbourhood plans should allow for higher density to provide housing solutions for as many people and families as suits land capability. In the middle ridge neighbourhood – why limit the number of smaller sections if the land and infrastructure can support higher density. Remove the requirement to limit the number of smaller sections in each lane if the land and infrastructure can support higher density. Breadalbane Ave is adjacent to the Havelock North Character Zone with a 700m2 minimum site size. Is there any reason why the land and infrastructure could not support the same minimum site size. Change the minimum site size to reflect the density in the Havelock North Character Zone.

Council has to balance the need to use land efficiently with the retention of landscape character and visual amenity values. In terms of Breadalbane Avenue, this area has a character that is different to the Havelock North Character Residential Zone and that requires a lower density of development to retain this special character.

## GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY

Supports the Draft Structure Plan in principle. We acknowledge the Iona Working Party process that has led to the development of the Structure Plan. Particularly supportive of the comprehensive approach to the Structure Plan in addressing the development area as infrastructure services can be planned in an integrated & efficient manner.

The identification of 'future residential neighbourhoods' with different characteristics and planning approaches for managing the effects of development, is also supported. The different neighbourhoods will result in a variety of residential development options becoming available to the market, from relatively compact residential housing, to large lots in areas of greater landscape sensitivity.

We support in full the bullet point outcomes set out under the 'Background Heading' of the August 2017 Newsletter.

While the Structure Plan helps to provide certainty as to the layout and nature of that development, it is also important that the district plan provisions provide for a degree of flexibility for (for example) adjustments in exact roading alignment and location following detailed technical design. In this regard district plan provisions requiring future subdivision design and layout to be 'generally in accordance' with the Structure Plan would be appropriate.

While the Structure Plan does not delve into the detail of potential rules for the Plan Change, the certainty of controlled activity subdivision status for fully compliant applications (i.e. those 'generally in accordance' with the Structure Plan and the general or specific performance standards set) is requested.

**Bull Hill Neighbourhood:**

A change is sought to avoid the boundary with the Middle Ridge neighbourhood being defined by a road. The change as illustrated below is therefore requested to show the boundary between the Middle Ridge and Bull Hill neighbourhoods being mid-block between indicative roads.



## OFFICERS COMMENTS

Council understands the need for some flexibility in the road alignments and will provide for subdivisions to be in general accordance with the structure plan and the design outcomes that form part of the structure plan.

Council will consider the changes proposed to the Bull Hill boundary and acknowledges it is best practice to have land use development of a similar character on either side of a street.

Council will review the density limits within the Bull Hill neighbourhood. A 700m<sup>2</sup> minimum is considered the most appropriate minimum site size along the Middle and Iona Road edge of the development area. Development areas internal to the site are more able to accommodate smaller site sizes. Council will seek to identify these areas as well as specific areas where comprehensive residential development could occur at a minimum site size of 250m<sup>2</sup> subject to compliance with specific performance standards as well as the provision of an urban design assessment of the overall development concept.

Council will reconsider the location of the commercial node as a result of your comments and other feedback received on its proposed location.

Council will consider identifying a range of density bands within the Middle Ridge Neighbourhood to better provide for a mix of site sizes in this area.

Council is aware of the need to balance amenity considerations with the need to use land in an efficient manner. Council will consider the most appropriate methods to achieve this taking on board all feedback received.

## GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY

We have considerable concerns about our loss of privacy as a result of the proposed new housing in the middle ridge and bull hill neighbourhoods. While we appreciate having an open space area rather than houses adjacent to our property, we do not feel comfortable with the proposed walking track on or near the ridgeline. We strongly request that the walking track be at the base of the hill, away from our boundary and on the other side of any water course. This way the public are free to climb the hill but are not directed up there. The hillside would have a more natural appearance from the western side and no track along the ridgeline would mitigate the current feeling of being in public view both for ourselves and any other property affected in this way. An alternative would be to construct the track to the eastern side of the ridge below the ridgeline. We would like to see all existing trees on the open space retained, including the toi toi on our boundary. In the Middle Ridge neighbourhood we request that on all sections that the building platforms and building heights are such that they are below the sightline from our property so that we won't be immediately overlooked.

In the Bull Hill neighbourhood – the sections between Iona and Middle Ridge area look down on to our property. We are unaware of how excavations may affect the existing contours of land in this area but request that height restrictions be placed on buildings in this area so as not to jeopardise the privacy of ourselves and other affected parties. We would like a reduced density in the Bull Hill area between Iona Road and Middle Ridge neighbourhood with higher density reserved for the Iona/Middle Rd triangle. We endorse use of a rural type hooded street lighting in all the neighbourhood areas.

Stormwater – we are concerned that in winter stormwater isn't as easily absorbed into the ground, with surface water tending to be contained by the clay pan and travelling down through lower adjoining properties including ours. We would like confirmation that the stormwater would be contained in the pond and proposed reserve areas with no possibility of water leaching into lower properties, as we would not want further volumes of water directed to our property for disposal.

## OFFICERS COMMENTS

The final location of walking tracks is still to be decided and needs to take into account features and proximity to the ends of lanes.

The dwellings in the Middle Ridge area will be located on the other side of the ridge to your property. The reserve area will act as a buffer to mitigate the effects of being directly overlooked. We will not be directing stormwater into your property for disposal as this is directly against the principles of the Resource Management Act.

## GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY

I appreciate the design work that has been undertaken to supply this draft structure plan but have grave concerns about the erosion of the feeling and spirit of this neighbourhood if this development occurs. Havelock North is an attractive suburb in which to live for many reasons – the heritage characteristics, semi-rural charm, and neighbourliness. These are likely to be seriously eroded should the proposed development proceed.

I am particularly upset about the small 900sq m section sizes proposed for the Middle Ridge neighbourhood. These should be reconsidered as well as restrictions placed to ensure single storey buildings here only (at the very least on the borders of the green space). 900sq m sections have no place in this development.

I see no provision for a primary school. Please explain this to me?

I am worried about the wastewater pump station placement as there is no indication of size or specifications for this. Could this also be explained? How will this be amalgamated into its surrounds? What noise are we likely to hear from it?

I am concerned at the many years of noise pollution, dust and detritus that will be our lives once this development progresses. What fencing and planting efforts will be taken PRIOR to any sod being turned to help mitigate this.

I believe the ENTIRE corner of Middle and Iona Roads should be redeveloped into green public use space, and NO building should take place here. That means that development of Bull Hill's new neighbourhood would stop at the Bull Hill itself. Any change made to this gorgeous area of Havelock North, with its lush landscape and views to the Peak, is irreparable. I'm concerned that other areas of Havelock North are not being adequately considered for development. This area should NOT be developed.

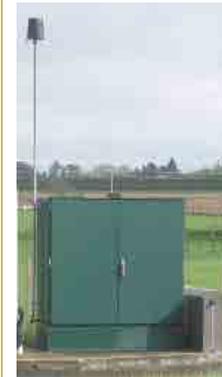
I am however a realist, and I do think this plan is a good start.

## OFFICERS COMMENTS

Your comments on section size in the Middle Ridge neighbourhood are noted. However Council must balance the maintenance of landscape character and visual amenity values with the need to use land in an efficient manner.

For comments on schooling please see those above. Council has and will continue to consult with the Ministry of Education on the capacity of existing schools in the local area.

In terms of the size and scale of the wastewater pump station, most of the infrastructure is located below ground and noise is minimal (example below). Screen planting could be undertaken to the rear and sides of the pump station.



On 24 September 2017 the Council resolved to prioritise the Iona area for rezoning. There are other areas in Havelock North that have now become reserve areas in the HPUDS 2017 strategy which will be rezoned following Iona as more supply is needed

## GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY

### What we like:

- Open space reserve and walkway / cycle linkages
- The general width and contours of Iona Road appear to be retained. This coupled with walkways / pathways on either side will maintain its open feel.

### What we don't like:

- Number of roads exiting into Iona Road
- Increased traffic volume

### What we would like to see:

- An attempt to minimise the impact on existing bird life (Tui, Bellbird, Morpork, etc)
- Public transport connections
- Speed limit reduction to slow traffic.
- During the development of the Middle Ridge and Upper Plateau neighbourhoods
- some restriction imposed on Heavy Traffic along Iona Road.

### In Summary:

- Do something about Road no 1 above - Bull Hill neighbourhood
- Volume of traffic - eg increase traffic and speed when Margaret Ave increased
- Number of Road openings onto Iona Road - please reduce
- Ensure that Iona Road itself retains as much of its existing character as possible
- Facilities / car parking for reserve walks
- Existing tree bush for bird life around Breadalbane neighbourhood and generally
- Fences - height and variety
- Minimum sections sizes increased Breadalbane neighbourhood
- Effect of street lighting
- Heavy Traffic restrictions along Iona Road during development

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## OFFICERS COMMENTS

Council will reconsider the number of road access points onto Iona Rd and consider stopping the proposed road between Middle and Iona as shown on the image below:



The Upper Plateau neighbourhood area will not be gated as it will be accessed by a public road.

Council will consider carparking provision and facilities such as drinking fountains and seating facilities at the time the open space areas are designed.

Rural street lighting standards will be applied to the southern side of Iona Rd and the Middle Ridge and Upper Plateau neighbourhoods. The Bull Hill neighbourhood will have an urban standard of lighting.

For the Breadalbane neighbourhood Council is considering densities around the figures you have suggested in order to retain some of the existing characteristics of the area. Council will look at the provision of larger setbacks from existing development in this neighbourhood.

Within the Bull Hill neighbourhood Council will consider the most appropriate bulk and location provisions regarding fencing taking into account the characteristics sought to be achieved.

Current speed limits will be reduced as part of the carriageway works proposed in the Iona area and are reliant on residential development to meet the criteria.

## GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY

## OFFICERS COMMENTS

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Bull Hill Neighbourhood:

Like the concept of large sections on the outside and more density inside - with a mix of housing types. Encourage variety and innovation. Also limit the height of fencing -discourage the walled corridor look and style of fence.



When examining the pattern of roads we do not understand the thinking behind the road running between Middle and Iona Roads [Road 1 image below].



To our thinking is that this serves no real obvious purpose and merely contributes to pushing traffic into Iona Road. We would hate to think that it could end up looking like the image that follows:



The roading pattern increases the number of road exits into Iona Road from what is essentially two at present to a total of 5. We are at a bit of a loss as to how this will do anything other than increase the volume of traffic on Iona Road.

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## GENERAL COMMENTS AND ACROSS NEIGHBOURHOOD'S SUMMARY

## OFFICERS COMMENTS

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If the intention of Road Exit 1 is to service Lane Road it should be pointed out that residents living in Lane Road already use Breadalbane Road or travel to the southern end of Iona. Access to the Plateau and Ridge can be made via Roads 2 or 3 or Southern Middle Road entry. More generally we would hope that internally the Bull Hill neighbourhood could also do with some green space and possibly a playground / activity areas. Encourage movement by foot rather than car. There also needs to be provision for parking near the green / reserve areas. Consideration should also be made to providing toilet facilities near the larger of the reserve areas. Possibly also a playground area within the central area - incorporating drinking fountain(s). With regard to the commercial node rather than any permanent commercial structure, the provision could be made for a mobile supplier (ie coffee / food cart). Keep it versatile and consider providing seating etc. We doubt a full time business would get regular business. Summer more likely to be used. Most residents would still use the heart of the Village, and there is already a dairy on Middle Rd less than 1km away. We would also like to see careful consideration to limiting the amount of street lighting that is applied to the area. At present there is minimal lighting which allows for excellent night sky views. We would hate to see this greatly diminished. We do however acknowledge that there is a safety element to this aspect.

Middle Ridge Neighbourhood: How this area actually works is somewhat difficult to envision from the draft plan provided. This is especially true of Area B sections. However being flanked by the large public open spaces is a good idea. The walkways are also appreciated. Hopefully this approach will make these sections feel more part of the community.

Upper Plateau Neighbourhood: Please don't allow this area to be gated or made a private road.

Breadalbane Ave neighbourhood: Although it is stated that it is the intention to retain the rural treatment and protect some of the existing characteristics of the neighbourhood we are not sure this can be achieved by the suggested density proposal. We would like to see a greater minimum density of between 900 - 1400m<sup>2</sup>. These sizes would be more in keeping with properties fronting Iona road. We also believe that the height of any proposed structures should be considered in relation to adjacent existing properties. In the case of our property we are on the downward part of the slope and believe that in order to retain some level of privacy any structure behind us, and our neighbours, should either be setback from our properties or have some sort of separation zone. This area is effectively a gentle slope down to Iona Road. We are happy to see that stormwater neutrality is required where development occurs. The one concern we do have however, is how this neutrality is to be measured. We and other surrounding properties already have small rivers running through our properties during heavy or prolonged rain events. In addition this water tends to pond at the front of the sections.

We hope that it is ensured the infrastructure (new / existing) of the area is sufficient to support the housing increase. This area is a great place to live and we don't mind sharing it just don't want to see it destroyed in the process. The aim should be to enhance the area for the enjoyment of all and provide an example of how development should be achieved.

# BULL HILL NEIGHBOURHOOD

BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY	OFFICERS COMMENTS
<p>I am concerned about the small size of the sections proposed for the area just behind my house, could be 600 sqm. I would like to maintain the privacy and peace and quiet of my property. Larger sized sections should be located adjoining existing properties. I would like to see a buffer of dense high planting established between the perimeters of any new development and the existing houses in Stapleford Park. I would also love to see more detail around the supply of water for this huge number of new dwellings. Won't it put more stress on the current inefficient water delivery system?</p>	<p>We note your comments regarding section size however the Council has to balance these considerations with the need to use land in an efficient manner.</p> <p>Two new mains water pipes between Hastings and Havelock North will significantly increase the amount of water able to be pumped to Havelock North. They will also provide an important back-up supply to the network and are expected to be in place by the end of 2018.</p>
<p>The current roading network is not designed for this high density growth. With all the intermediate and high schools on the other side of Havelock North it will create a bottleneck at the Porter Drive intersections. The through traffic will also diminish the village atmosphere turning it into a congested nightmare.</p> <p>When this initial plan was proposed and we were assured that the area around our house would remain "character residential area" with large sections. Reading the plan it looks like this has been reneged on and that it will be high density or duplex, town housing. This is completely unacceptable as it will seriously degrade the value and aspect of our property. I find the rezoning of our immediate neighborhood from "Character Residential" to be unacceptable and there is no justification for the need to do this.</p>	<p>The initial traffic impact assessment has confirmed that the roading network will require minor upgrades of Middle and Iona Roads in order to maintain the required levels of service. The purpose of the Character Residential Zone was to retain the existing landscape character and amenity of these areas of established Havelock North. The land subject to this proposal is predominantly pastoral with no established garden character immediately adjoining Reynolds Road.</p>

## BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY

## OFFICERS COMMENTS

Our house backs onto the proposed Bull Hill neighborhood. We are resigned to losing our very unique “edge of town” outlook, but are heartened to see that the councils declared outcome is to “add value to Havelock North”. It is our aim to ensure this development does not devalue our property (our life-time investment). Our main concerns are:

1. Density allowances - We would respectfully suggest that sections backing onto Arcadia Lane sections should be approximately the same as Arcadia Lane sections (over 700m<sup>2</sup>) to demonstrate integration with the existing neighbourhood.

### 2. Building footprint and Height

Our building footprint coverage is 26%. Your council representative advised that the footprint for this development is likely to be 35 to 40%. This is very high & should be capped at 35%. - Coupled with this is our request that building are required to be at least 3 metres away from Arcadia Lane rear boundary. - Also, to try and preserve the quality of our environment, we request that sections backing onto Arcadia Lane properties are restricted to a single story

### 3. Rooding

We would like to add that we approve of the suggested road layout for the area backing onto our Arcadia Lane Property.

Your comments in respect of section sizes are noted but the Council has to balance this against the need to use land in the most efficient manner. Currently in all Havelock North Residential zones maximum building coverage rules range from 35%-45% depending on site size. Consideration will be given to the most appropriate bulk and location rules (such as building coverage and yards) for each of the neighbourhood areas taking into account these comments. Bulk and location rules will be included in the District Plan variation and you will have an opportunity to submit on these.

Our house backs onto the proposed Bull Hill neighbourhood (pink area). We are resigned to the fact we will be losing our rural outlook but heartened to see the councils declared outcome is to ‘add value to Havelock North’. It is our am to ensure this development does not de-value our property or surrounding properties. Our main concerns are:

1. Density allowances – Section sizes to be an average of 600m<sup>2</sup>. We were advised that some sections could be as small as 350m<sup>2</sup>. We would suggest that sections backing onto Arcadia Lane should be approximately the same as Arcadia Lane sections (over 700m<sup>2</sup>) to demonstrate integration with the existing neighbourhood

2. Building footprint and height - Our building footprint coverage is 26%. Your council representative advised that the footprint for this development is likely to be 35-40%. This is very high and should be capped at 35%. Coupled with this is our request that building are required to be at least 3metres away from Arcadia Lane boundary. Also to try and preserve the quality of our environment we request that sections backing onto Arcadia Lane are restricted to single story.3. Rooding - We would like to add that we approve of the suggested road layout. With sections rather than road backing onto our Arcadia lane property.

We note your comments regarding section size. However, Council needs to balance section size with the need to use the land in an efficient manner. Currently in all Havelock North Residential zones building coverage rules range from a maximum of 45% - 35% and the maximum height of 8m allows for two storey development. Consideration will be given to the most appropriate bulk and location rules (such as building coverage, height and yards) for each of the neighbourhood areas taking into account these comments. Bulk and location rules will be included in the District Plan variation and you will have an opportunity to submit on these.

## BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY

Positives of the plan are:

Tree lined streets, varied lot sizes and layout, larger lots located on corners and Middle and Iona Rds.

More thought needs to be given to the adverse effects of light and noise on adjacent properties in Chestnut Court, Reynolds Rd, Arcadia Lane and Iona Rd. The proposed road running along our boundary between Iona and Middle Roads raises concerns of road noise and speed of traffic, light spill from street lights and use of the road as a through route. Currently Breadalbane Road is used as the main feeder route in this area and accordingly is a busy road with traffic often travelling at speed at all hours of the night. Therefore this new road should be designed with curves to slow down traffic and mirror the character of Havelock North. The draft structure plan shows no cycleway linkages or reserve areas east of the Bull Hill. The average section size of 600m<sup>2</sup> does not reflect the character of the surrounding neighbourhood. The following are some measures we hope will be considered:

- Traffic calming measures on the proposed feeder road between Middle and Iona Roads
- Consideration of low noise road construction materials – tar seal as opposed to chip seal
- A road design that reflects the character of the surrounding neighbourhood
- Careful placement and direction of street lighting
- More green space on the eastern side of the Bull Hill
- A wide grass and planted reserve strip area along the eastern boundary of the bull hill neighbourhood as a buffer between the existing residential area and the proposed road.

My house is off Breadalbane Rd, down a long driveway and backs onto the proposed Bull Hill Neighborhood. I understand that originally the subdivision size was to be approx quarter acre sections but there is now a proposal to reduce these to pocket handkerchief size sections (350 m<sup>2</sup>). I am very concerned this reduction in size sections and increase in house density. 1. Devaluation of my property (lifetime investment). 2. These section sizes will not demonstrate integration with the existing neighborhood which have sections of approx 700 m<sup>2</sup>. 3. Loss of rural land and bigger building footprint. Increasing the building footprint from 26% to 35-40%, is what seems to be happening for this development. I request this remain at 26%. 4. Pressure of bulk extra houses on existing infrastructure and increased traffic on main routes which are already bottlenecks. 5. Closeness and height of buildings to existing boundaries. I would urge at least 3 meters and a single story height restriction to mitigate the risk of blocking out light and sun to existing dwellings and also to blend in with existing neighbourhood. 6.Noise level.

## OFFICERS COMMENTS

Council will review the number of roads that access onto Iona Road and consider stopping the proposed road between Middle and Iona as shown on the image below:



Council will consider a planted road reserve along the eastern boundary of the Bull Hill neighbourhood where the proposed road abuts the existing suburban area.

Cycleway linkages will form part of the detailed road design for these areas. Your comments regarding section size will be taken into consideration as we develop the detailed District Plan provisions for this neighbourhood.

Your comments regarding section size are noted. However Council must balance amenity considerations against the need to use land in an efficient manner. Consideration will also be given to the most appropriate bulk and location rules for each of the neighbourhoods. Currently in the neighbouring Havelock North Character Residential zone maximum building coverage rules range from 35% - 45% depending on site size. The maximum height of 8m allows for two storey development in this zone.

## BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY

Generally looks well put together/workable but my concerns apply to the residents/owners at Stapleford Park. We pay full rates as well as an extra monthly fee to have our sewerage pumped just down the road into the main sewer. It is now time to connect us up to the proposed infrastructure. We continue to pay full rates for a service that we don't receive from council and these rates have been increased. How is this going to be resolved and when?

Breadalbane Avenue seems to be well provided for.

OSA shows an area for a playground and walkway. Please consider a user friendly well resourced area for children and families. Havelock has some areas that could have been better thought out e.g. access for pushchairs from one area to another over water. Also if this is to be a park area the traffic speed should be restricted to 50km for safety reasons along Middle Road to the corner at Gilpin.

I seek clarification regarding storm-water construction and management, both during development and post-development given the location of my property on Middle Road and its pivotal position within the Bull Hill Neighbourhood. I am particularly concerned about management during construction in times of flooding / poor weather and want to ensure that my property is protected. I understand that pre- and post-development storm water modelling is to take place and I would like to view, and be able to comment on, storm water plans when this work is completed. I would like to be able to provide comment (via email) on lot size and location of two story homes as part of detailed plan of lot layout. I would not like to see two-storey dwellings positioned along my boundary as this would greatly impact on both sun and aspect which were critical factors in the positioning of my house. This would also de-value my own property.

Road safety for motorists and pedestrians is a big concern for me. I would like to see the speed limit reduced to 50km as soon as development commences.

We are concerned about the housing proposed for the Iona area. We don't mind this going ahead so long as the water that is going to go in the drain through our places is done properly. We have never been under water for over 40 years. We would like a guarantee that our properties won't get flooded out in the near future. We have great concerns as with 400 odd more houses being built water will always run downhill and we are in the line of it all.

## OFFICERS COMMENTS

There will be an opportunity for residents of Stapleford Park to connect into the new infrastructure services once these are built. Development contributions might be payable but only apply on any new development or properties with no credit (credits exist for properties that are already connected to and place an impact on council services and infrastructure). An assessment will be undertaken prior to any connection occurring.

You are correct in that your rates pay for your sewerage to be pumped into the main sewer and taken to the wastewater treatment plant in East Clive. You don't pay for recycling or refuse collection currently.

More details regarding the management of stormwater will form part of the proposed variation to rezone the land for residential purposes. The community will have the opportunity to formally comment on these matters as part of that process.

There are existing rules in the District Plan that seek to ensure every property has an adequate amount of daylight and sunlight. These rules apply to your property and your neighbours' properties currently. These rules will be retained in any new zone applied to vacant land adjoining your property.

Current speed limits will be reduced as part of the carriageway works proposed in the Iona area and are reliant on residential development to meet the criteria.

More details regarding the management of stormwater will form part of the proposed variation to rezone the land for residential purposes. The community will have the opportunity to formally comment on these matters as part of that process.

## BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY

From the Draft Structure Plan it is hard to envisage the exact location of where the new proposed roads will interconnect to the existing Iona and Middle Roads; in particular where Iona Road will now exit onto Middle Road. It is unfortunate that Iona Road has to be altered, to allow for more residential sections and which will now result in there being 'T' intersection. Personally I would like to see the Iona Road exit to be south of the existing stormwater culvert in Middle Rd. The further south of Outlet E towards the existing (Gilpin/Middle Rd) intersection the better. This would still allow for a row of house to be built. I would rather look at houses from our place than traffic and vehicle lights, which is understandable.

I question why it is with all other subdivisions the house owners are required to have rainwater draining tanks fitted for slow release of stormwater or other household uses.

I am concerned that the release of stormwater from the four proposed neighbourhoods is going to be based on existing ponds, swales and site detention, one of which will be a detention pond built opposite the subdivision on one of the Lowe properties situated to the northwestern boundary of Middle Road. Allowance needs to be made for an existing stormwater outlet which is not shown on the draft Structure Plan. This drain is inadequate as it runs uphill south of the outlet. The stormwater has nowhere to go other than to run onto our property at 166 Middle Rd. As a result it ponds. Prior to Middle Rd being upgraded the stormwater used to run down the eastern side of Middle Rd in a southerly direction, eventually to flood and run over the road into the existing drain on the opposite side of the road.

It does not appear any consideration has been given to rectifying the current problem, which if not, this will cause more of a problem in the future as it has already done since houses have been built on the Stapleford subdivision.

## OFFICERS COMMENTS

One of the main outcomes of realigning Iona Road is so that it provides access to and visibility of the open space area around bull hill, creating an open feel to the neighbourhood. Moving the intersection further south would create the need for residential sections adjoining the open space area rather than a road. This would reduce the visibility and accessibility of the open space area and in turn reduce the open feel of the neighbourhood.

Your concerns are noted. More details regarding the management of stormwater will form part of the proposed variation to rezone the land for residential purposes. The community will have the opportunity to formally comment on these matters as part of that process.

## BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY

We are happy that both of sides of Lane Road have been left out of the proposal and that there are some reserves included but the attention to this aesthetic has all been placed in the Middle Ridge and Upper Plateau neighbourhoods with the exception of retaining Bull Hill. The area along Iona Rd with existing properties, directly opposite the development, has been largely ignored as has the effect of the development on the existing property owners.

There are a number of elements in the proposal that we are not satisfied with:

1. While we understand the Council's need to provide new residential areas, developing this area for the "common good" of more housing and the commercial interests of developers needs to respect the preservation of our property and aesthetic values.
2. We are opposed to the proposed placement of the commercial outlet as there is a "dairy" not more than a Km away on Middle Road. A commercial hub will further erode the rural residential aesthetic that we enjoy and set out to achieve through our purchase of this property. This idea has not been fully developed and we request its removal from the plan.
3. We support our neighbours request that **IT IS VERY IMPORTANT TO PRESERVE EXISTING TREES AND VEGETATION** to the greatest degree possible, avoiding the "scorched-earth and then replant" notion of development. The existing trees are an important part of the landscape, which is otherwise fairly naked. These trees are also important weather buffers and provide habitat to a healthy birdlife population.
4. **GREEN BUFFER ALONG IONA ROAD:** We note that the Council want to maintain the rural feel of the area, therefore the existing hedging along the northern side of Iona Road (the Southern edge of the Bull Hill Neighbourhood) should remain, with houses and driveways being accessed from inside the development. If it cannot, the Iona road development out to the corner of Gilpin/Middle/Iona roads should include a green buffer/belt. This would: (i) preserve the outlook, privacy and environmental values of existing properties on the other side of Iona Road: (ii) provide privacy and a weather and noise buffer to the Bull Hill properties developed. Including a road-side vegetation belt here would take some land out of housing development, but would increase the values of existing and new properties. We would further request that specifically, there is no access to new properties on Iona Rd, directly opposite no. 125 and 117.
5. **DEVELOPMENT PROCESS.** We expect:  
A commitment to reduce the 50Km/hr speed limit out to the Gilpin/Middle/Iona road intersection **BEFORE** development gets underway. This would, in the least, ensure that the increased traffic associated with the development will move more slowly and reduce engine braking and acceleration noise. Ensure that a cycle path is included along this road. That the Iona Road upgrade is completed before the development gets underway. The existing road has not stood up well to heavy traffic and its width and sidings are unsuitable to an increase in traffic. That standards of noise and dust control will be adhered to and enforced by Council.

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## OFFICERS COMMENTS

Council will consider moving the commercial node off Iona Road.

Council will consider the most appropriate bulk and location provisions for each neighbourhood area taking into account the characteristics sought to be achieved.

Iona Road will be upgraded with an urban treatment and character on the northern side and a more rural treatment on the southern side of the road. Pathways for walking, running and cycling will be included in this upgrade.

Current speed limits will be reduced as part of the carriageway works proposed in the Iona area and are reliant on residential development to meet the criteria.

BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY	OFFICERS COMMENTS
<p>CONTINUED FROM OVER PAGE</p> <p>6. BUILDING STANDARDS: Council may not be able to impose standards beyond those that exist, but we hope the developer can impose standards on the materials that can be used, the style of building and landscape development, and other aesthetics. Black Barn - is a great example of the benefits of doing so.</p> <p>7. WHAT BUILDING HEIGHT RESTRICTIONS ARE TO BE IMPOSED? Views are a very important part of the aesthetic of this neighbourhood, and for the proposed development, houses that fit into the landscape rather than being perched on it, will be important to the aesthetic. We feel that developments should be confined to single-storey building in order to maintain the look and feel of the neighbourhood.</p>	
<p>I have no complaints about the plan so far. Suggestion that the pink area (portion of Bull Hill Neighbourhood) should extend further up my driveway – it is 36 m wide – as there is no distinction north and south of the line drawn across it by you. It could be a bit better with the topography and boundaries if it extends another 40m or so south west.</p>	<p>Council will give consideration to the boundaries of the Bull Hill neighbourhood in this location.</p>
<p>We have been aware for some time of the intention to build houses in this area. However we have recently found out that a road is to be constructed next to the properties which border onto this area. Having looked at the plans we cannot really see the logic for this as there two other access roads onto Iona Road and two onto Middle Road. If this road which runs alongside our property goes ahead we will then be living on a corner which we are not very happy about as having lived on a corner previously we would not choose to do so again. We are also concerned about the negative effect this will have on the value of our property.</p>	<p>Council will review the number of roads that access onto Iona Road and consider stopping the proposed road between Middle and Iona as shown on the image below so that there would be housing adjoining your property:</p> 

## BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY

The proposal has been sensitive to a number of major concerns we have had, and we are grateful for the consultative process and its emerging outcomes. Though, there remain significant elements that we are not satisfied with.

We remain, along with 68 and 117 Iona Road the most impacted property on the road. We will be facing directly all building sites opposite and are the ones on this road who will bear the brunt of the noise and disruption of all the work being done by both the developer and the council.

Positive:

- The omission of Lane Road within the proposal. This will at least maintain the Lane Road character.
- The reserves/ open spaces that have been included.

General Comment:

We, the existing dwellers, have all chosen to invest in these properties and to live as we do, because of the many and various values offered by this location. Developing this area for the “common good” of more housing and the commercial interests of developers needs to respect the preservation of our property and aesthetic values.

We are VERY concerned and opposed at the proposed placement of the commercial hub as there is a “dairy” not more than a Km away on Middle Road, there seems no real need for another one nor yet another café. The placement of a commercial outlet in this location will directly impact our property with increased traffic past our house and also the likelihood of people parking or turning on our frontage. We already have little privacy and this will only exacerbate the impact of this high density Bull Hill Neighbourhood on us. We think that the placement and rationale for the commercial hub has not been considered fully. We would like it removed as we feel that doing so will add value to the overall development.

IT IS VERY IMPORTANT TO PRESERVE EXISTING TREES AND VEGETATION to the greatest degree possible, avoiding the “scorched-earth and then replant” notion of development. These trees are also important weather buffers and provide habitat to a healthy birdlife population. There needs to be consideration of how to mitigate the impact on local wildlife.

GREEN BUFFER ALONG IONA ROAD: We note that the Council want to maintain the rural feel of the area, therefore the existing hedging along the northern side of Iona Road (the Southern edge of the Bull Hill Neighbourhood) should remain, with houses and driveways being accessed from inside the development.

If it cannot, the Iona road development out to the corner of Gilpin/Middle/Iona roads should include a green buffer/belt. This would: (i) preserve the outlook, privacy and environmental values of existing properties on the other side of Iona Road: (ii) provide privacy and a weather and noise buffer to the Bull Hill properties developed. Vegetative belts like this are a common solution in Northern Europe.

Including a road-side vegetation belt here would take some land out of housing development, but would increase the values of existing and new properties.

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## OFFICERS COMMENTS

Council will consider moving the commercial node off Iona Road.

Council will consider the most appropriate bulk and location provisions for each neighbourhood area taking into account the characteristics sought to be achieved.

Iona Road will be upgraded with an urban treatment and character on the northern side and a more rural treatment on the southern side of the road. Pathways for walking, running and cycling will be included in this upgrade.

Current speed limits will be reduced as part of the carriageway works proposed in the Iona area and are reliant on residential development to meet the criteria.

## BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY

## OFFICERS COMMENTS

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**DEVELOPMENT PROCESS.** The substantial truck traffic involved with the developers most recent development (Porter Hotel) imposed both road damage and significant noise and traffic nuisance to the neighbourhood and complaints to Council received absolutely no response. This directly affected our standard of living for over a year.

Any proposed development **MUST** be more mindful and respectful of the existing residents. We expect:

A commitment to reduce the 50Km/hr speed limit out to the Gilpin/Middle/Iona road intersection **BEFORE** development gets underway. This would, in the least, ensure that the increased traffic associated with the development will move more slowly and reduce engine braking and acceleration noise. It is illogical to have the existing open-road speed limits for this short stretch of road.

Ensure that a cycle path is included along this road. A good number of cyclists/ walkers use this road.

That the Iona Road upgrade is completed before the development gets underway. The existing road has not stood up well to heavy traffic and its width and sidings are unsuitable to an increase in traffic.

That standards of noise and dust control will be adhered to and enforced by Council.

**BUILDING STANDARDS:** Council may not be able to impose standards beyond those that exist, but we hope the developer can impose standards on the materials that can be used, the style of building and landscape development, and other aesthetics. Black Barn- another of the developers former projects- is a great example of the benefits of doing so. Such notions might not be common in NZ, but they are a very normal practice elsewhere (eg. Northern Europe), providing a more empathetic visual impact and harmonious development. One that inevitably improves property values in the longer term.

**WHAT BUILDING HEIGHT RESTRICTIONS ARE TO BE IMPOSED?** Views are a very important part of the aesthetic of this neighbourhood, and for the proposed development, houses that fit into the landscape rather than being perched on it, will be important to the aesthetic. We feel that developments should be confined to single-storey building in order to maintain the look and feel of the neighbourhood.

## BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY

We have specific concerns regarding the road indicated in the image below.

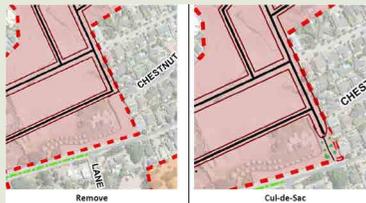


### Concerns:

- This road was never flagged in earlier Proposal and has come as a surprise to us
- We really do not see any real purpose to this exit and would like the logic explained so we can better understand why it is there. Seems that all it will do is push more traffic into Iona Road. It is not needed to provide access to any properties as these either be via the internal Bull Hill neighbourhood or Iona Road
- It's proposed exit point is basically straight opposite two driveways - one of these being a shared driveway of three properties with another four properties exiting in close proximity.
- It is also located at the brow of a slope
- As a group we also have concerns about the increased volume of traffic on Iona Road

### Possible Solutions

- Rather than straight through Road would like to see it either:
  - terminated roughly opposite Chestnut Road.
  - alternatively, it could become a cul-de-sac with pedestrian access through to Iona Road.
  - At the very least it should be pushed further to the South, although this is not our preferred solution.



## OFFICERS COMMENTS

Council will reconsider the number of road access points onto Iona Rd and consider stopping the proposed road between Middle and Iona as shown on the image below:



## BULL HILL NEIGHBOURHOOD COMMENTS SUMMARY

The proposal has been generally sensitive to a number of major concerns we have had. Positives include leaving Lane Road out of the rezoning area and retaining the rural character of this road and the middle ridge reserve area.

We have concerns over the following:

The eastern boundary of the middle ridge neighbourhood is unclear. The existing driveway onto Iona Rd would make a cleaner boundary albeit that it would remove area B from the rezoning proposal. This would help preserve our immediate landscape and outlook values. Northern boundary of Middle Ridge neighbourhood is not logical. Bring the Middle Ridge Neighbourhood Northern Boundary down to Iona Road.

Very concerned at the proposed placement of the commercial node. Having a commercial outlet in this location will exacerbate the impact of the high density Bull Hill Neighbourhood on our neighbours - higher traffic and traffic noise at that location. We want it removed and consider that doing so will add value to the overall development. Disagree with the notion of a playground being included in the development. There are multiple existing playgrounds for kids elsewhere in Havelock North and no clear case made for the need for another.

Very important to preserve existing trees and vegetation - we expect to see preservation and protection of existing vegetation. Green buffer along Iona road: the existing hedging along the northern side of Iona Road (the Southern edge of the Bull Hill Neighbourhood) should remain, or perhaps more practically if it cannot, the Iona road development out to the corner of Gilpin/Middle/Iona roads should include a green buffer/belt. The effects on neighbours during the development process are of concern. We expect:

- (i) a commitment to reduce the 50Km/hr speed limit out to the Gilpin/Middle/Iona road intersection BEFORE development gets underway. This would ensure that the increased traffic associated with the development will move more slowly and reduce engine braking and acceleration noise.
- (ii) Ensure that a cycle path is included along Iona road.
- (iii) that the Iona Road upgrade is completed before the development gets underway. The existing road has not stood up well to heavy traffic and its width and sidings are unsuitable to an increase in traffic.
- (iv) That standards of noise and dust control will be adhered to and enforced by Council. We understand that this will be a protracted development and we do not want to lose our peace and quiet during that time.

Building standards: Council may not be able to impose standards beyond those that exist, but I hope a discussion with the developer can include imposing standards on the materials that can be used, style of building and landscape development, and other aesthetics. Black Barn is a great example of the benefits of doing so. What building height restrictions are to be imposed? Views are a very important part of the aesthetic of this neighbourhood, and for the proposed development, houses that fit into the landscape rather than being perched on it, will be important to the aesthetic. Developments should be confined to single-storey building.

## OFFICERS COMMENTS

Council will reconsider the zone boundaries but reducing the rezoning area is not supported.

Council will consider moving the commercial node away from Iona Road.

Current speed limits will be reduced as part of the carriageway works proposed in the Iona area and are reliant on residential development to meet the criteria. Detailed carriageway design work has not been carried out for the Iona area yet, but will incorporate cyclepaths.

We have noted your comments in respect of tree retention.

## MIDDLE RIDGE HILL NEIGHBOURHOOD

### MIDDLE RIDGE NEIGHBOURHOOD COMMENTS SUMMARY

While there are many positives to the existing plan, it is more intensive than we would like. We feel that we have been unjustifiably omitted from the rezoning, presumably to retain the rural landscape character of the Lane Road area. As it stands we are flanked on all sides by yellow, pink and orange zones. We are very concerned about this on our land value and our amenities - the 'pleasantness and attractiveness' of our property will lose its appeal. We are essentially a Lane road property and are therefore entitled to the amenity of the rural character landscape. We do not wish to see a multitude of dense housing on our flanks (from breadalbane and from our immediate neighbours). Notwithstanding this, our property should be included in the rezoning area to add more 'blue' transition lots (of 2000-4000 square metres each) between residential (pink, yellow, orange) and rural residential zones. Bull Hill neighbourhood - Retain as many trees as possible on the Lowe property. Please try and keep the beautiful hedge at the end of Lane Road. An off lead dog walk or childrens playground would be perfect in front of it. A dairy/cafe should not be placed on Iona Road in the middle of suburban areas - we suggest somewhere on Middle Road if necessary, but Birdwoods cafe and Middle road dairy would suffer. We would like to see an upgrade to lower Iona - lower speed limit, wider road corridor, and a wide footpath for running and walking. It is extremely unsafe at present. Middle Ridge Neighbourhood - If there is to be any further zoning of our immediate neighbours (153 Iona and 8 Lane Road) then we would absolutely expect to be rezoned with them.) If 153 changes to be 'yellow' or 'blue' then we would expect that also. If not we would lose all the amenity value of having a rural-residential zone on Lane Road. In simple terms, a dozen properties on each of 151 and 8 lane Road would simply destroy the rural landscape character area that the council are trying to respect.

Our preference would be that 153 Iona, 8 Lane Rd, and 151 Iona (us), to be zoned in the same way that the upper plateau has been zoned (blue areas), thereby acknowledging the desire to preserve the rural landscape character area of Lane Road and transitioning from the more intensive zoning areas. We favour a 2-4,000 additional blue lot near our southern boundary. This would serve as a transition zone (along with 153 Iona and 8 Lane Rd) between residential zoning and the Lane road rural landscape character areas further up Lane Road. Upper Plateau Neighbourhood - These are our preferred lot sizes to serve as a transition between residential and rural residential zones. Breadalbane Ave neighbourhood - If there is to be a restructure of this neighbourhood then we would prefer this area to be zoned blue so that it serves as a transition from residential to rural residential thereby acknowledging the rural character landscape area of Lane Road. Conclusion - At present 151 Iona Road sits in no man's land. We favour rezoning to allow subdivision of a 1 x blue site (small lot rural residential) of between 2-4,000 square metres to serve as a transition between residential and 1 hectare rural residential. If our immediate neighbours become blue, yellow, or even orange zones then we would expect the same zoning. However our preference is to become a blue zone as transition point to the rural residential zones on Lane Road.

### OFFICERS COMMENTS

Council will give consideration to the rezoning boundary in this area however, one of the primary outcomes sought is the retention of the rural character of properties fronting Lane Road.

The location of the commercial node will be reconsidered.

Iona Road will be upgraded with an urban treatment and character on the northern side and a more rural treatment on the southern side of the road. Pathways for walking, running and cycling will be included in this upgrade.

Current speed limits will be reduced as part of the carriageway works proposed in the Iona area and are reliant on residential development to meet the criteria.

## MIDDLE RIDGE NEIGHBOURHOOD COMMENTS SUMMARY

I oppose the development as I believe it will destroy the rural residential nature of the Iona Rd / Lane Rd neighbourhood. My ability to enjoy my property will be severely diminished because of substantially increased volumes of traffic and the proximity of many houses close to my boundary which will inhibit many activities associated with a rural lifestyle. Land to the east of Middle Road is a much more logical place to expand Havelock North. This land is flatter and more readily allows for an orderly lineal expansion to the south rather than a spearhead development poking into the rural residential area on both sides of Iona Road. I strongly oppose that the roadway running east / west between Middle and Iona Roads has an ingress / egress connection to Iona Rd. In my view this should be reconfigured so that the exit is to Breadalbane Rd via Chestnut Court or alternatively it should end in a cul-de sac short of Iona Road perhaps with a pedestrian access through to Iona Road. My objection to an entrance / exit on Iona Road is on the following basis:

- Increased traffic volumes immediately opposite my property;
- Noise;
- Headlights at night; and
- Safety.

## OFFICERS COMMENTS

Council will reconsider the number of road access points onto Iona Rd and consider stopping the proposed road between Middle and Iona as shown on the image below:



## MIDDLE RIDGE NEIGHBOURHOOD COMMENTS SUMMARY

Seek inclusion of these properties (153 Iona and 8 Lane Road) in the proposed rezoning area. Additional land area proposed to be included amounts to approximately 1.3ha.

Whilst the premise behind the eastern boundary line of the middle ridge area is supported the landowners question the proposed alignment which does not accurately reflect the apparent visual ridgeline as viewed from Lane Road, and it is submitted that there is capacity for the eastern zone boundary for this area to be located farther eastward. The location includes north facing 'basin' area comprising approximately 13000m<sup>2</sup>. It is proposed that this area be added within the area identified for a density of 1000m<sup>2</sup>. The map below shows the current draft structure plan boundary of the rezoning area in dotted red line with the dotted yellow line indicating the requested extension.



Based on the land area and the (1 dwelling per 1000m<sup>2</sup>) density standard the proposed re-alignment has the potential to support an additional three dwellings which will not be substantially visible from Lane Road due to the location of potential platforms east of the apparent (view shaft) ridgeline from the road. Should Council have concern that multi-level dwellings may be visible standard practice would suggest it appropriate to add planning controls to mitigate effects while enabling development – such as building height restrictions or simply requiring buildings to be single story.

The sites and surrounds have been investigated by Landscape Consultant Mr. John Hudson. In his assessment Mr Hudson has stated:

*“Protection of the rural residential character up Lane Road has been a key consideration of the Structure Plan. Issues of ROW access would need to be addressed, but can be considered at a later date after the principle of boundary location has been considered. In my view, adjustment of this eastern boundary could be made while still maintaining the desired character of the adjacent rural residential zone”.*

## OFFICERS COMMENTS

Council will investigate and consider the rezoning of this land as part of the overall landscape assessment.

# UPPER PLATEAU NEIGHBOURHOOD

UPPER PLATEAU COMMENTS SUMMARY	OFFICERS COMMENTS
<p>Thank the working group for their time and effort to get the structure plan to where it is now. Would like to ensure any street lighting has a rural character.</p> <p>Request a vegetation control area on lot 13 in the Upper Plateau area between the proposed building platform and our property boundary. We would like the building platform on this lot set further away from our boundary to ensure that the roofline of any new dwelling is hidden from our property. Request a covenant on the title of lot 13 to ensure that the floor level of the dwelling is at natural ground level and that the maximum height of the dwelling is taken from this level. A covenant on this title to state maximum height of dwelling (ie the pitch of the roof). Request a covenant on the maximum height of planting in the upper plateau neighbourhood.</p>	<p>Council will consider a vegetation control area for Lot 13 in the Upper Plateau area and reconsider the location of the building platform for this lot as part of the overall landscape assessment for this area.</p> <p>Council will consider the most appropriate mechanisms for ensuring single storey development on this lot and those others identified for single storey development only.</p>
<p>Our major concern is the upper plateau area. Density - Preference would be for proposed sites to be larger &amp; less dense. -Proposed covenanted plantings would be considered a positive.-We would like the proposed vegetation control strip between our property at 142 Lane Rd &amp; lots 14 &amp; 15 widened from 15m to 20m &amp; the length lengthened to cover the entire boundary between 142 lane Rd &amp; lots 14 &amp; 15. We have been advised that the owners of 142 lane will have a say in what is planted in the vegetation strip &amp; we would request that this is the case. -We have engaged a property specialist to complete a rental appraisal of our studio apartment (detached from our main dwelling) on 142 Lane road on a 'as is basis' &amp; once the proposed upper plateau development has been completed. The rental appraisal on the completion of the upper plateau decreased by \$40/night for short term stays &amp; \$30/week for long term stays (documents can be supplied). This potential loss of income will have an adverse effect on the value of our property. To help mitigate this loss we would like a walking easement from 142 Lane Road through the boundary between Lots 14 &amp; 15 to give us walking access to the road that ends at the top of the proposed upper plateau development.</p>	<p>Council will consider the alterations suggested to the proposed vegetation control areas on lots 14 and 15.</p> <p>Council will seek advice from our landscape architect on the most appropriate species to plant within these vegetation control areas.</p>

## UPPER PLATEAU COMMENTS SUMMARY

## OFFICERS COMMENTS

As far as planting is concerned, we think this is an excellent idea and would request that the planting would be predominantly native and commence as soon as possible, giving trees time to establish and grow before development gets under way.

Our submission relates to the Upper Plateau, in particular Lots 9, 10, 12, and 13. When Gavin Lister of Isthmus Group presented his concept to the Iona Working Group, and in particular as it related to the Upper Plateau, he was quite particular about retaining existing ridge lines, with minimal earthworks.

As a consequence, the proposed platform sites, for the aforementioned lots, were to be situated on the eastern side of the ridge in question. This would assist in screening these house sites from the existing lifestyle blocks adjacent to them in Endsleigh Road. The Draft Structure Plan that we are now referring to (Iona Plateau 20 lots), shows the proposed building platforms for Lots 9, 10, 12 and to a lesser extent 13, situated very close to or crossing the ridge line in question. While provision has been made for tree planting on the western slopes of this ridge up from the western Endsleigh Road boundary, these plantings will have little or no effect on the screening of two-storied properties that may be built on the proposed platforms. We propose, and as discussed with the HDC Planners at our Havelock North Library Meeting at 4pm on 8 August 2017, these platforms have been incorrectly placed and should be shifted further east and lower down the eastern side of the ridge, thus providing a more natural screening with minimal human intervention. Another option in conjunction with the latter, would be to restrict Lots 9, 10 and 12 to be single storied.

Council will review the location of the building platforms for Lots 9, 10, 11 and 12 with our landscape advisor as part of the overall landscape assessment.

We would like to make a submission to apply for a zoning change to full residential status for our property at 84 Lane Rd, Lot 2 DP 336654. We know that you will be changing the zoning of the land for development on our boundary, and we would like you to consider allowing for the rezoning of 84 Lane Rd as well. We believe we are in a unique position for this request to be considered seriously in that we own a quarter share of Lot 9 DP 24404 which will form part of the subdivision and provide access to the recreational reserve part of the subdivision. We believe we have the potential to subdivide two very attractive sections from Lot 2 DP 336654, 1 with an access off our current drive way and 1 with an access off Lane Rd above our current house site. These 2 sections would be approximately 3,000m<sup>2</sup> each.

Council will investigate and consider the rezoning of this land as part of the overall landscape assessment.

## UPPER PLATEAU COMMENTS SUMMARY

In our original submission to the Council we object to this proposal to change of the rural residential zoning of the Iona hills area as we wanted to retain our magnificent green views and our distance from neighbours. We now seek to lessen the impact on us and to retain as much as possible of what we currently enjoy. Our concerns are with the Upper Plateau Neighbourhood particularly Lot 1 and Lot 2 which adjoin our property boundary. Our initial understanding was that the total area of these two lots was to be part of the green belt reserve and we think it would be best for this upper plateau neighbourhood if this was the case. These lots are too close to the ponds and wilderness area that is currently home to many species of birds – native and otherwise. The current proposal for houses to be built on these two lots on top of the ridge is unacceptable to us for this reason and because it will not be possible to screen these houses with trees. We ask that lots 1 and 2 are removed and this area be included in the green belt reserve. The ridge road coming off Iona Rd and the key hole streets – we accept that Council has worked to minimise the impact of new houses on neighbours but we cannot see how trees will screen this development from us or other properties on Endsleigh Road

## OFFICERS COMMENTS

Council will have another look at the building platform locations for lot 1 and 2 in the Upper Plateau neighbourhood.

UPPER PLATEAU COMMENTS SUMMARY	OFFICERS COMMENTS
<p>I have been very impressed with the amount of planning and consultation work, especially the desire to retain many of the existing landscape features and minimise the impact on existing residents. However, as a Professional Engineer, I do not believe that the proposed plantings will be effective in screening the new buildings situated on the Western Boundary of the Upper Plateau.</p> <p>We do not believe that the planted areas will screen the new buildings from view for a very long time, if ever, due to the placement of the sites along the ridge and the steep gradient of the hills. We propose that the building platforms on Lots 9, 10, 12 and 13 be moved to the Eastern side of the ridge so that they are naturally screened by the hills.</p> <p>Analysis of the contour map reveals that the proposed building platforms are situated within metres of the ridgeline, and in some cases, cross a ridgeline. Single storey homes will rise above the ridgeline. Double storey homes will significantly rise above the ridgeline. This will interrupt the rural landscape making it difficult to screen new homes from existing properties.</p> <p>The Western slopes on Iona Hills Lots 9, 10, 12 and 13 rises over 20m in height from the property boundary to the crest of the ridges. The proposed tree and vegetation planting around the base of the hills will not provide any natural screening due to steep gradient of the hills. Native trees can take decades to grow to a height of 15 or 20 metres. Tall trees would need to be well established on the upper vegetation boundary in order to screen a double storey house situated near the ridgeline. In Council meetings attended by Lowe Family representatives and 274 Party representatives, it was agreed that ridges would be retained to provide a “blanket hills effect” to screen the new buildings from existing homes.</p> <p>I request that the building platforms on Lots 9, 10, 12 and 13 be moved from their current position so that they are screened by the hills in accordance with prior discussions.</p> <p>The landform itself will provide natural screening if the platforms are moved to the Eastern side of the ridge and the buildings limited to single storey.</p> <p>This solution does not require extensive planting or years of growth. It will maintain privacy for the affected rural residential lots and not interrupt the rural landscape and ridges.</p>	<p>Council will review the location of the building platforms for Lots 9, 10, 11 and 12 with our landscape advisor as part of the overall landscape assessment.</p>
<p>Is the stormwater to be piped to road or spilled into the existing water course on our property? Upper plateau neighbourhood - Iona draft structure plan states that the new residential areas will be screened from adjoining properties. That promise leads to several questions that we would like answered. What plants are planned? How long after planting will the new plants screen the new residential area given the steep slopes that the plants are proposed to be on. What action will be possible if the promised screening is not effective? We believe that the only way to effectively screen the proposed new residential area from the existing adjoining properties is to use natural screening i.e move the building platforms to an area where natural hills and valleys protect existing properties investments.</p>	<p>Stormwater is proposed to be conveyed by grassed swales to the outlets and detention areas as shown on the Structure Plan. The premise being that the development will be stormwater neutral (i.e. the rate that stormwater discharges from the site currently (pre-development) will remain the same post development.</p> <p>The buildings platforms have been predominantly located to use the existing landform to reduce the visibility of the new housing with the proposed planting adding to that visual screen.</p>

# BREADALBANE AVENUE NEIGHBOURHOOD

BREADALBANE AVENUE NEIGHBOURHOOD COMMENTS SUMMARY	OFFICERS COMMENTS
<p>We wish to retain the large number of specimen trees on our property which are incredibly rare and have planted, maintained and nurtured to the state that they are now.</p> <p>We do recognise that the area is changing and the demands for land such as ours is going to increase over time. We would look to develop our land in a way that would not do any harm to the current tree plantings and in fact, would enhance the area. We would like to ask that our main house be kept as rural residential zone and the new lot which will house the development (if approved) be zoned the special character zone.</p>	<p>Consideration will be given to the rural residential and new residential zone boundaries in the Breadalbane Avenue area. However, Council are not supportive of the creation of an under size rural residential lot but would support a complying lot of 8000m<sup>2</sup>, if the rezoning remains Rural Residential for that site.</p>
<p>Breadalbane Avenue was the original driveway up to the Campbell Homestead. In the early 1950s the property was sold and land divided up into the 6 now present sections. The land was planted with exotic trees in the 1950s and numerous other trees have been added since. The Avenue being a dead end road is a quiet oasis and retains the village appeal. Our wish to retain as much of the feel of the Avenue as is possible. We see a less structured approach to roading and fencing than might apply in other subdivisions and where practicable the retention of established trees. A varied size of sections so that we can provide sites that complement the area and create a more diverse demographic of residents. The challenge is to provide suitable site sizes that can be melded into the Avenue environment with established trees and create that community feel. We see a layout having a more casual approach to roading and limited use of fencing. This includes strategically placed trees for privacy and some fencing / trellis to screen outdoor living areas and the placement of sites that promotes outdoor living. We believe the section sizing should be varied to allow for placement of plots to retain suitable existing trees and enhance the mix of generations. The landscape and topography lends itself to creative thinking, not always simple with established features but achievable with thought. We believe a site size of 1000m<sup>2</sup> average with a 700m<sup>2</sup> minimum is appropriate and allows us to create the community we envisage.</p>	<p>Council is looking at densities greater than a 700m<sup>2</sup> minimum as the Breadalbane Avenue area has an existing character that sets it apart from the surrounding Havelock North Character Residential Zone.</p>

## BREADALBANE AVENUE NEIGHBOURHOOD COMMENTS SUMMARY

## OFFICERS COMMENTS

To summarize, as mentioned the three owners started work on this project over two years ago and had spent several thousands of dollars evaluating site design and water run off when a change in zoning was first mooted. We do appreciate there is a need for an overall plan but we do find that we have been caught up in a much larger topic, that of the development of the Iona Triangle which is a very different issue. Ours is simply a small fill in project much closer to town, similar to Margaret Road or Rochfort Terraces. We would like approval for our area to proceed with lot size of 700 sq m min, 1000 sq m average independently and ahead of Iona, as we do not believe it sets any precedent for Iona which is a very different type of development, a complete new housing suburb on farm land versus a small fill in project close to town. There is continued demand for new home sites, which is not being met, and to incrementally bring new sections and housing on to the market in smaller infill locations, close to town will meet this need.

Council is looking at densities greater than a 700m<sup>2</sup> minimum as the Breadalbane Avenue area has an existing character that sets it apart from the surrounding Havelock North Character Residential Zone.

Council is not supportive of separating out the rezoning areas at this stage. If you wish to proceed ahead of the Council rezoning timeline you have the option of applying for a non-complying activity resource consent for your subdivision.

The process by the owners of (withheld) has been underway for several years with consultation from professional engineers, surveyors, landscape architects, and other specialists. We support the view that it would be desirable to retain the environmental nature of the environment, and provide for a range of section sizes to complement that. It would certainly be our intention to retain an appropriate number of the existing and mature trees on our current property. With regard to section size we suggest that 700m<sup>2</sup> should probably be the minimum, to suit the environment, with an average of 1,000m<sup>2</sup>. I believe that we would probably be disadvantaged economically by having the rezoning delayed so as to coincide with the other Iona Residential Growth Area. The effect of all the rezoned land coming on the market at one time could create a “market flood”, as opposed to a staggered process. As already indicated, the engineering/surveying process has been underway for several years, the principle requirements have been determined by Council, and no progress can now be made until the rest of the unattached process is completed.

Council is looking at densities greater than a 700m<sup>2</sup> minimum as the Breadalbane Avenue area has an existing character that sets it apart from the surrounding Havelock North Character Residential Zone.